



# Customs regulations in rail freight traffic with Switzerland (RailControl)

## Fact sheet for railway undertakings and combined carriers

### 1. General remarks

The Swiss Customs Administration monitors all cross-border rail traffic uniformly and electronically based on data from the railway infrastructure operator. The data is from the operational train declaration of the railway undertaking (RU), which has to be supplemented with commercial consignment data by the RU (cf. section 2, required data). The data is sent by the infrastructure operator in the customs application RailControl.

The data in RailControl assists the Swiss customs authorities with risk analyses, ordering customs inspections and with statistics.

The data also allows freight trains in transit through Switzerland to be monitored. An additional customs transit procedure for these trains can be dispensed with after authorisation of the RU by the Swiss customs authority, subject to special EU customs regulations (e.g. for goods of T1 customs status). For the transportation of consignments in the EU covered by this dispensation, EU customs regulations are applicable.

With RailControl, the Swiss customs authorities guarantee simple and swift clearance of cross-border rail freight traffic 24 hours a day, 7 days a week in this liberalised environment and in the case of increased traffic.

### 2. RailControl data catalogue

#### a. General

The data required by the RUs when declaring a train for customs purposes can be found in the online data catalogue at the following address:

<http://www.ezv.admin.ch/zollanmeldung/05042/05049/index.html?lang=de>

**The data catalogue contains all of the data fields relevant for customs. A large part of this data is already a component in the operational train declaration to the infrastructure operator.**

In future when declaring a train, the RU will have to supply commercial consignment data in addition and information on the customs status or on the customs procedure before crossing the border (e.g. goods description, NHM tariff number, code and, if necessary, the reference number of the customs transit procedure). Exceptions apply should an electronic customs transit procedure (such as NCTS, for example) already exist for the consignment, and the code and where applicable the reference number of the customs transit procedure concerned in the train declaration to the infrastructure operator is available (cf. data catalogue, NCTS column).

The train declaration to the infrastructure operator can be made as follows:

- With the UIC HERMES prior train registration
- Directly via an interface in the SBB infrastructure system

In both cases, the systems or declarations are prepared in order to be able to store the data in accordance with the data catalogue.

### **b. Information on the type of customs clearance train station for freight trains**

In order to ensure risk analysis by the customs authorities and thereby a smooth border crossing for freight trains, it is essential that the type of clearance train station in Switzerland is indicated in the train declaration to the infrastructure operator according to the following codes :

- 1 = station of destination/station of departure (according to CIM consignment note)
  - 2 = border train station
  - 3 = intermediate train station in Switzerland (other than border train station)\*)
  - 4 = authorised consignee/consignor
- \*) indicating the UIC train station number



We would ask you to inform your RU partners and customers accordingly, and to record the type of clearance train station at the same time when accepting transportation orders for consignments having destination/departure train stations in Switzerland.

### **3. Miscellaneous**

At the latest from mid-2013, all data in accordance with the RailControl data catalogue must be supplied before the train crosses the border; otherwise considerable delays at the border should be expected.



The more detailed and complete the data supplied is, the more precisely the risk analyses implemented will be and thereby unnecessary customs inspections can be avoided.

In any case, we recommend that the RU supplies full data in accordance with the RailControl data catalogue regardless of whether or not there is a customs transit procedure (e.g. NCTS) for the consignment. In this case, indicating the NCTS reference number in the train declaration can be waived.

Should you have any queries, please consult the following:

- Technical matters: Directorate General of Customs, Customer Service Centre,  
Tel: +41 31 322 60 00  
e-mail: [ksc.helpdesk@ezv.admin.ch](mailto:ksc.helpdesk@ezv.admin.ch)
- Transit procedure: Tel: +41 31 322 66 74

Thank you for your support and have a successful journey.

Directorate General of Customs  
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